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THE HONGKONG DISPENSARY.

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## MARRIAGE.

On the 21st April, at the Union Church, Hongkong, by the Rev. C. H. Hickling, GEORGE ANDREW BURN, of Edinburgh, Scotland, to NELLIE, the widow of JOHN JOSEPH LILLIE, of Preston, England, and daughter of FRANCES GEORGE HICKS, of Bangkok, Siam.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th April, 1933.

We take it from REUTER'S telegram which appears in our to-day's issue that some authoritative announcement has been made in Europe concerning the attempt of Russia to obtain the acquiescence of the Chinese Government in an agreement which practically concedes to Russia the sovereignty of the province of Manchuria. Our readers will remember that a few weeks ago we called attention to the publication of what purported to be the text of an agreement which the Russian Minister at Peking was alleged to be forcing upon the Chinese Government, and though it was not possible for us at the time to vouch for its authenticity, we intimated that it unquestionably represented the ambitions of the Muscovite in Manchuria. This agreement was not one in which Russia definitely claimed sovereignty over the province; but it set forth proposals which partook of the nature of a joint administration. In the first article Russia asked for the right to tax all guns, rifles, ammunition and other war materials that may be imported into Manchuria by the Russian land routes, the amount of the tax to be fixed "after consultation between Russian and Chinese officials." In Clause II Russia pointed out the undesirability or futility of China procuring material for railway construction from abroad, and suggested the establishment of large iron works at Kalgan for its manufacture—these presumably to be under the control of Russian experts.

The next Clause set forth that owing to the increasing number of Russo-Chinese companies engaged in the exploitation of mines in Manchuria, Russia desired to establish at Harbin a Mining Bureau to deal with all questions relating to mining in Shengking, Hei-lung-kiang, and Kirin. Russia further desired under this proposed Convention that all goods not mentioned in the existing tariff, whether imported into the Chinese Empire from Siberia or exported to Russian territories by the land routes, should be entirely free of duty; and a further clause provided that Russia and China should unite in establishing Customs Houses at all important frontier towns in Manchuria for the collection of duties. Finally the agreement asked China to concede "five million square feet of land in Mukden, Harbin, Kalgan and other places," for the residence of Russian subjects; and it was naively added that the conditions contained in this Convention were to be regarded as special rights conceded to Russia; and that other Powers should not be assumed to have the right to claim equal privileges under the most-favoured-nation Clause in their respective Treaties.

Though in this agreement, the Russian Minister refers to Manchuria as part of the Chinese Empire, it is to all intents and purposes an agreement to concede the sovereignty of the province to Russia. As we have again and again pointed out, it was impossible for anyone to believe for a moment that Russia would fulfil the terms of the Manchurian Convention signed in Peking a year ago. Every foreign observer who has travelled in Manchuria during the last twelve months and taken stock of the way in which Russia was taking advantage of her opportunity to Russianise the entire province, has been absolutely convinced that the obligations in M. LESSA's Convention would never be honestly fulfilled. Before this Convention was a year old, it appears, another Convention of a widely opposite character was laid by the Russian Minister before the Peking Government for signature. Though there has evidently been a movement of troops in Manchuria, to make it appear that Russia had not entirely forgotten her engagements of a year ago, we have had no information that these troops have been withdrawn over the frontier, but rather that they have been concentrated at various important strategic points and thus the Russian hold on the province has been strengthened rather than relinquished. Moreover, according to recent reports from the Tartar General of Moukden, the Russian military authorities have been raising regiments of Chinese troops to serve as auxiliaries to the Russian garrisons. In a report sent to the Peking Government last month the Tartar-General stated that five such regiments had been raised in the vicinity of the Yalu River, and another brigade of four regiments only twenty-five miles distant from the city of Moukden. "The pay and rations of the Russianised troops are nearly three times more than those earned by the regular Chinese troops and with the exception of the higher officers who are Russians the regiments are Chinese. The most curious thing in regard to these new regiments is that the Russians belonging to them are all preparing to dress themselves up exactly like Chinese, so that outsiders will find it difficult in the future to distinguish Russianised regiments from the pure Chinese." "This," adds Tartar General Tseng Ch'it in his report, "is what makes me suspicious as to the ultimate motives of the Russians and herein lies the greatest danger to China in regard to her Manchurian possessions."

Russia now considers the time has come when she can boldly show her hand. Perhaps she has been forced to this decision by America's claim in her new Commercial Treaty for the opening of Moukden and Takushan to foreign trade. This claim was made in order to test the soundness of Russia's promise to maintain the open door in Manchuria; and that promise, it is now seen, does not stand the test. The door in Manchuria is open only to the Russian. And now that Russia has announced to the whole world the real nature of her aims in China, the development of events will be awaited with interest. The news must have come as a thunder-bolt into the British Foreign Office which has ever shown a simple faith in Russian promises that nothing has seemed to shake. Whenever questions have been addressed in Parliament either to Lord Lansdowne or Lord Cranborne they have revealed the most sublime faith in the intentions of Russia to perform the obligations contained in M. LESSA's Convention. It is practically certain that the United States, Great Britain and Japan will present a firm note to China insisting on the rejection of the Russian demands, but in our judgment the ultimate success of Russia's designs is irresistible. The three Powers may stiffen the back of the Chinese Government to the extent of enabling it

to say "No" to the Russian proposals; but it seems to us that Russia has so firmly secured her position in Manchuria that the process of "assimilation" will steadily proceed whether China consents or not. Are the three Powers prepared to give anything more than moral support to China? That is the question.

Russia would scarcely have dared to go the length she has in her defiance had she not all along been assured of the support of her allies in that Triple Alliance which came into existence after the close of the Russo-Japanese war to deprive of the victor of part of her spoils. This Triple Alliance in affairs Asiatic is shown by the present incident to be by no means defunct. The German Press, the telegram informs us, declares that Germany has always regarded Manchuria as a Russian "sphere," and that those interested must settle matters with Russia themselves. Did Germany, we wonder, regard Manchuria as a Russian sphere when she assisted to wrest the southern province (Linotung) from Japan in the interests of "the integrity of China"? Are the secrets of the German Foreign Office being revealed? France is not mentioned in the telegram: it is taken for granted, perhaps, that she will support the demands of her Ally in the north, and we can but wonder whether any understanding exists by which Russia will, in return, support the aims of France in the South. It is a remarkable coincidence, and one well worthy of particular notice, that while Russia is preferring her demand for the right of sovereignty in Manchuria, France appears on the point of sending troops from Annam into the province of Kwangsi to assist in crushing the rebellion. We are told on the one hand that this is to be done at the request of the Governor of Kwangsi, while on the other it is asserted that the initiative is on the part of France herself, who threatens to send troops over the frontier unless the rebellion is promptly put down. How far this intervention—if it takes place—is due to the genuine difficulties of the Governor of Kwangsi, and how far to French designs remains to be seen, but it looks suspiciously like a repetition of the history of the French occupation of Chantaboon, in Siam. The French authorities stepped in to assist in subduing native disorders in this strip of neutral territory on the Mekong River, and Chantaboon has ever since remained to all intents and purposes French. A telegram from our Shanghai correspondent, appearing in another part of our issue to-day tells us of mass meetings of Chinese convened to protest both against any intervention on the part of France in Kwangsi, and against further concessions to Russia in Manchuria. While such expressions of public opinion will doubtless assist the Government to exercise all the care of which it is capable to maintain the integrity of the Empire, we can hardly feel confident that its integrity on that account be preserved. Russia seems to be definitely bent on looting off Manchuria from the Chinese Empire, in spite of all her assurances to the contrary, and the signature of such an agreement as that referred to by REUTER to-day, would mark the definite commencement of the partitioning of China which all the Powers have again and again solemnly pledged themselves to resist.

The visitors to the City Hall Library and Museum for the week ended 26th April were 290 non-Chinese and 74 Chinese to the former, and 53 non-Chinese and 2,398 Chinese to the latter institution.

On Sunday night a Chinese male passenger on a Yau-mat ferry launch attempted to commit suicide in the harbour. He was picked up by a sampan and placed on board the launch again, being ultimately given into custody at the Central Police Station.

Cheung Choi, a storekeeper, stole a quantity of brass and a piece of indiarubber from the premises of the Hongkong & Whampoa Dock Company on Saturday last, and at the Police Court yesterday was sentenced to three weeks' hard labour.

The Chinese proprietor of the shop at 205, Queen's Road West where an outbreak of fire occurred on the 18th inst., who, with his wife and a son, was arrested on suspicion of arson, was brought up at the Police Court yesterday and remanded until this morning at ten o'clock.

The other day the Chinese boatswain of the Chun Shan received \$147 from one of the ship's officers to pay the native crew. Out of the sum he misappropriated \$47 odd, but the fact was discovered and he was arrested. Mr. P. A. Hazeland, Police Magistrate, sentenced him to six weeks' hard labour at the Magistracy yesterday.

Two public auction sales of Crown land took place at the offices of the Public Works Department yesterday. The first piece disposed of was Garden Lot No. 19, which did not excite any competition; it went to Mr. J. R. Mitchell for \$268—\$20 above the upset price. There was more spirited bidding for the second lot, No. 1683. The upset price was \$3,460, and the sum fetched was \$4,000. Mr. Wong Lai Sang taking over the ground at that figure.

Dr. Kruger, the German Consul at Manila, has been granted leave by his Government.

Among the passengers to Hongkong by the E. and A. liner *Gudrie* is Colonel de Silva, Governor of Timor, a Portuguese possession lying about 440 miles north of Australia, who is en route to Moscow to discuss matters with his country's representative there.

Eight French sailors off the three-masted barque *Moltre* have been handed over to the French Consul at Manila on a charge of refusing duty.

Fan Fat, a Chinaman with no occupation, on Sunday stole an iron bar belonging to the Goldown Company, Kowloon, and was sent to prison at the Magistracy yesterday for six weeks, with hard labour.

The Eastern Extension Telegraph Co. received intimation yesterday that the Saigon-Singapore cable was repaired the previous night, and that normal communication is re-established with Singapore, and beyond.

Mr. Christopher T. Gardner, formerly H.M. Consul at Amoy, gave evidence before the Mercantile Marine Committee last month on the conditions in British vessels engaged in the Chinese coasting trade, and between China and other parts of the world.

Mr. J. H. Kemp, Acting Police Magistrate, passed sentence of two months' imprisonment with hard labour yesterday in the case of an unemployed coolie who sought to "raise the wind" by breaking into a Chinese dwelling house in the city and stealing clothing to the value of \$110.

Mr. Kerfoot Hughes, Secretary of the Panjion Mining Company, Ltd., sends us the following extract of a letter from the Mines dated 8th April, 1933:—"Goa. At one mile South-west from Goa hill in the locality where the discovery of a reef was mentioned in my last letter, I find at the head of a deep gorge, a quantity of large boulders which have been thrown from the top of a reef. Fair prospects can be obtained from any of these boulders. On the crown of the hill, some 600 feet higher, is the lode mentioned in my last. The lode is 2 feet wide and so far prospects well. The stone has a good appearance and is the most promising looking reef I have yet seen here. No work has ever been done previously at or near the spot."

The death is announced at Colombo of Mr. Hercules J. Scott, of the firm of Messrs. Bosanquet & Co. Mr. Scott went to Colombo from Hongkong nearly ten years ago as Accountant of the Hongkong and Shanghai Corporation. He had been some years in Hongkong where, for a portion of the time he was in business as a stockbroker, but had rejoined the Bank staff shortly before going to Ceylon. He continued at the Colombo branch of the Hongkong and Shanghai Bank until about two years ago, when he joined the firm of Messrs. Bosanquet & Co. as a partner. He took a very prominent part in the affairs of Colombo, and his death at the premature age of 40 is widely regretted in Ceylon as it will be by his many old friends in Hongkong. He was a prominent and accomplished Freemason, and while in Hongkong held the rank of Provincial Grand Master. The death was of a painfully sudden nature—his illness being of scarcely a week's duration. Mrs. Scott and family—a girl of 11 years of age and two younger boys—were at home at the time, having left Colombo at the end of February.

## THE KWANGSI FAMINE.

## MR. CLEMENTI'S MOVEMENTS.

H.E. the Governor received a telegram yesterday from Mr. Clementi, dated Tamschow, Sunday, the 28th inst., and we are informed that steps are being taken to send relief to that district. Meantime, Mr. Clementi has left for Kweinan, and further details may shortly be expected. It may be added that Mr. Clementi is receiving every assistance from the provincial authorities.

## HONGKONG VOLUNTEER CORPS.

It is notified for information that it is proposed to have one parade on Saturday afternoon every month for the purpose of manning the guns at Stonecutters. The Commandant hopes that as many members of the Corps as possible will avail themselves of this parade in order to keep efficiency in heavy gun drill, and that the 15 pr. drills will also be well attended. A very large percentage of the Corps have to put in 30 drills in the year for efficiency, and this can be done very easily if drills are commenced early in the year instead of waiting until the camp, as many are inclined to do.

The competition for H.E. the Governor's Shield will take place at Tai Hang Rifle Range on Saturday next. Firing commences at 1.30 p.m.

## THE CHARTERED BANK.

The Chartered Bank of India has, like its great rival, the Hongkong and Shanghai Bank, done exceedingly well in 1932. The dividend is maintained at the steady level of 10 per cent., which has been the rule for some years past, but it has likewise made large appropriations in other directions. Amongst the staff, which has been the means of doing so excellently for the proprietors, the directors propose to distribute a bonus of £15,000 (or 15 per cent) on their salaries, to add £75,000 to the reserve (raising it to £725,000); to place £10,000 to the officers' superannuation fund, and to write off £10,000 from premises account. These allocations are precisely the same as were made twelve months ago, and there is an increased amount forward of £47,794, against £40,104—*L. & O. Express.*

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

## THE CHINESE AND FOREIGN POWERS.

## PROTEST MEETINGS AT SHANGHAI.

SHANGHAI, 26th April.

A mass meeting of Southern Chinese was held here yesterday, and a Committee meeting at the Canton Guildhall to-day to protest against Governor Wang's reported intention to invite the French to assist in repressing the rebellion in Kwangsi.

Another general meeting is to be held to-morrow for the purpose of protesting against the Government of China making any concessions to Russia regarding Manchuria.

## WOOSUNG RAILWAY EXTENSION.

SHANGHAI, 26th April.

The extension of the Woosung railway to the forts was opened to-day with some ceremony, a speech being delivered by Wu Ting-fang.

## REUTER'S SERVICE.

## RUSSIA AND MANCHURIA.

## DEMANDING A NEW AGREEMENT.

LONDON, 24th April.

Russia has demanded that China sign an agreement which practically cedes the sovereignty of Manchuria to Russia, excluding other nations therefrom.

The German Press declares that Germany has always regarded Manchuria as a Russian sphere and that those interested must settle matters with Russia themselves. The impression at Washington is that Russia's action constitutes a distinct breach of faith with the United States, and, though no danger of a collision is apprehended, it is expected that the United States, Great Britain and Japan will join in presenting a firm note to China insisting on non-compliance with Russian conditions.

## CORRESPONDENCE.

## PRO BONO PUBLICO.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 24th April.

Sir.—Now that the plague season has not yet, and lime and whitewashing has been going on freely in various districts of the Colony, may I venture to ask why vacant (or about to be vacant) houses are allowed to be let without previous inspection by the Sanitary authorities and why they do not make it compulsory on the part of the owners to have the premises thoroughly cleaned, lime and whitewashed before they let to let their houses at increased and heavy rents, yet with new tenants to defray half the cost of whitewashing, &c. &c.

This can hardly be regarded as fair and should not be permitted in a British Colony like Hongkong. No tenant should be allowed to go into a vacant house unless the premises are thoroughly cleaned and whitewashed at the expense of the owners, all cracks and rat-holes (especially in the ground floor and kitchen) being properly cemented and caulked, and the drains in good order. I may say this has always been insisted upon in the neighbouring colony of Macao with very good results.

This important matter urgently calls for consideration by the Sanitary Board.—Yours, etc., A.M.C.S.

P.S.—I would also like to suggest that the inspectors of the Sanitary Board, in making their house-to-house visitations, might be instructed to ask permission from the master or mistress of a house before they walk in. It often happens that an inspector enters a house without having the courtesy to knock and ask permission.

## LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Kronprinz* left Shanghai on the 25th inst. at 7 p.m., and may be expected here to-morrow a.m.  
The P.M. steamer *Korea* left Nagasaki for Manila on the 26th inst. at 5 p.m., and due there on the 30th inst. at 8 o'clock. Her mails will be forwarded by Tartar from Nagasaki, and is due here on the 2nd prox. at daylight.  
The C.P.R. steamer *Tartar* arrived at Nagasaki at 7.30 a.m. on the 27th inst., and left again at 1 p.m. same day for Shanghai, where she is due to arrive at 3 a.m. to-morrow.  
The C.P.R. steamer *Empress of India* arrived at Nagasaki at 8 a.m. on the 27th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 7 p.m. to-day.  
The C.M. steamer *Peking* left Moji on the 26th inst. a.m., and is due here on the 30th inst.  
The C.P.R. steamer *Athenian* left Vancouver on the 23rd inst. p.m., for Hongkong via the usual ports of call.

## SUPREME COURT.

Monday, 27th April.

IN SUMMARY JURISDICTION.

Before His Honour A. G. WISE (PUI HING JUDGE).

## SEQUEL TO A COMPROMISE DEFALCATIONS.

Cheung Sun Toy, 19, Macdonnell Road, Tsimshatani, surety in \$11,000 for Toy Yon, Messrs. Lenta, Wegener & Co.'s absconding compadore, sued Lenta, Wegener & Co. for the sum of \$1,000 as damages in respect of the defendants having wrongfully let two houses belonging to the plaintiff, namely Nos. 38 and 40, Ship Street, and also in respect of the defendants having wrongfully received and appropriated to their own use certain rents and profits of the said houses so let by the defendants as aforesaid, amounting to \$801.

In their defence the defendants stated that the compadore had absconded from the Colony, his defalcations exceeding \$20,000.

Mr. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. F. Page, Hett of Messrs. Monney & Brutton, solicitors), appeared for the plaintiff, and Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. H. J. Gedge of Messrs. Johnson, Stokes & Master, solicitors), appeared for the defendants.

Mr. Pollock, K.C., in opening the case said he thought it was quite clear from the pleadings which had been put in that practically the question his Lordship would have to decide was the question of the construction of a covenant in a deed of mortgage under which the defendants purported to have exercised the power of letting plaintiff's premises.

His Lordship—Practically it is the proviso? Mr. Pollock—Yes. There was only one question of fact about which the parties might or might not be agreed upon in the pleadings and that was the question as to when these premises were let. The plaintiff's case as appeared from the statement of claim was that these premises were let by the defendants to tenants of their own; they did not find tenants of the plaintiff in possession and give notice to them to pay rent but created a new tenancy. The defendants as a matter of fact admitted that they did let these premises. Under the mortgage deed they had no power to let the premises without sending in notice to the mortgagor. It was quite clear upon the face of the pleadings that the defendants based their defence simply and solely upon the fact that a letter which was addressed by Messrs. Johnson, Stokes & Master, acting on behalf of the defendants, to Messrs. Monney & Brutton, who represented the plaintiff, of 8th September, 1932, constituted a good and sufficient notice as required under the proviso in the deed of mortgage. Plaintiff held that it was an absolutely insufficient notice. It was obviously intended by the proviso that the mortgagor should be furnished by the mortgagees with a clear and definite statement with reasonable details of the losses alleged to have been sustained by the compadore's defalcations, and that that having been supplied the mortgagor should be given one month to make good the losses and damages complained of. That was today, the mortgagor should know definitely what was due so that he could fairly exercise an option as to whether he would or would not pay off the mortgage bond.

As strengthening the position taken up by the plaintiff he would point out that under the deed the power of letting was coupled with the power of sale. The whole object of the proviso was that the mortgagor should have reasonably full particulars of the defaults which it was alleged the compadore had been guilty of in order that the mortgagor might have a reasonable opportunity of exercising an option in the matter.

Mr. Morgan Phillips submitted that the letter of 8th September following upon a letter of the 8th of the previous month was a sufficient notice and complied with the proviso contained in the mortgage deed, and that moreover the plaintiff had acted upon it and recognised it as a valid and sufficient notice.

Mr. Pollock—That is not in the pleadings.

His Lordship—It is rather a serious point in the case.

Mr. Pollock—It is a point which ought to have been pleaded.

Mr. Morgan Phillips—Surely if they have acted upon it, it is a sufficient notice. I would ask for an amendment, but I do not think it is necessary.

His Lordship—I am inclined to let it in, but I read the pleadings the other way. I may tell you that on the two letters as they stand it is not a sufficient notice, I think.

Mr. Morgan Phillips said it was plain from the letter of the 8th August of Messrs. Monney & Brutton and other letters brought that the default of this compadore Toy Yon was well-known to the plaintiff.

His Lordship remarked that he did not understand how this case should come before him. When notice was given in this way it was said—"So much is due." If the default was not made good within a month then proceedings were taken under the mortgage deed. Why was that not done here?

Mr. Morgan Phillips admitted that perhaps the letter of the 8th September was open to this objection, but in formal notice such as his Lordship had indicated was necessary in law. His Lordship did not think it necessary altogether, but if one read *aloud* like this, was it not almost an inference that they did not intend it as a formal notice? In most of these bonds and mortgage deeds for the securities of compadores it was stated—"Notice being given of the amount due whether ascertained or not." That was the common form. So that when the words "amount ascertained to be due" were put in, it was clearly done to cover some objection on the other side.

Mr. Morgan Phillips said that as the defalcations were known and were stated to be



over \$200,000 which was far in excess of the security (\$11,000) given by the plaintiff, he submitted that that was a sufficient notice to him. It was impossible to give them or at any time an account which was absolutely dependable. It had to be gone into in very considerable detail, and fresh defalcations were perhaps being found out daily, so that the amount was one which would be likely to vary from time to time. This was a technical and vexatious claim, for the next letter of Messrs. Monney and Brutton of 21st October offered \$11,000 to satisfy the claim against them.

Mr. Pollock rose to object to this last point as being new matter. The whole question was whether the letter of 8th September was sufficient notice and as his Lordship had pointed out it was clear that it could not have been intended as a notice that the defendants were going to exercise their powers under the mortgage. His objection to this new matter was briefly upon the ground that the defendants had rested their case entirely upon the letter of 8th September, 1902, containing a sufficient notice. They had not pleaded that, if that letter was not a sufficient notice, at all events plaintiff by something he did subsequently had accepted it as a sufficient notice. Therefore this subsequent letter was irrelevant to the case.

His Lordship—I think so too.

Mr. Morgan Phillips—Surely the letter was sufficient notice inasmuch as the plaintiffs accepted and acted upon it.

His Lordship—Not within the month.

Mr. Morgan Phillips—No.

His Lordship—I am not inclined to let that letter in under the present pleadings.

Mr. Morgan Phillips said in that case he would ask leave to amend the statement of defence by pleading in the alternative that the plaintiff recognised the notice as a sufficient notice and made an offer in the terms of the proviso.

His Lordship—Of course that is altering the whole affair.

Mr. Pollock did not wish to stand in the way of his friend raising any points, but it seemed to him that this letter of 21st October was so late that it was too late for the month.

His Lordship—But before they acted.

Mr. Pollock added that he did not wish to put any unreasonable obstacles in the way of the defence and therefore would not object to the amendment.

The statement was accordingly amended to the effect that alternatively the letter of 8th September was treated as a valid and sufficient notice within the meaning of the mortgage deed.

After hearing further debate.

His Lordship gave judgment for the plaintiff for \$890 with costs, remarking that he was satisfied that the letter of the 8th September was not a sufficient notice and that it had never been intended as a formal notice.

The Court adjourned.

## THE MANCHURIAN RAILWAY.

### FROM CURIOUS SIGHTS.

The *Kohische Zeitung* is publishing a series of very interesting letters from its Special Correspondent, who has been making a "Journey in Wit through Manchuria." A recent letter gives the following description of the military aspect borne by the railway referred to:—

"The railway is nothing more than a military line for making an attack, and by means of which Russia can move down its troops to the Yellow Sea and to Peking. In all boldness, for nobody dares to oppose it. Russia considers that it is no longer worth the trouble of concealing the purely military character of the railway. Only when the powerlessness of Great Britain, whose powerful position in the Far East is being shattered more and more by Russia's advances, and by the rapid growth of Germany's trade, was sufficiently recognised, did Russia let the military aims of the railway appear unobscured; these aims are so clear and unmistakable that nobody who gets to know Manchuria from travelling along its Russian railway can doubt any longer as to the ultimate aims of Russia's policy in Eastern Asia.

"The only life brought into the desert region along the line is afforded by the East Siberian regiments and by the recently formed 'Railway Protecting Guards.' The stopping-places of the Southern Railway are simply strong-fortress-like buildings surrounded by high walls of solid masonry and large yards, in which, in case of need, the railway officials and their relatives could take shelter behind earth-works and embrasures.

"Everywhere points to anticipated struggle and siege: to the possibility that the road, into which Russia has walked so quietly and quickly, will have to be acquired and defended perhaps once more by the sword. So soon as the train arrives at one of these defence-looking stations, there appear, besides the officials, either Cossacks in their rough, grey cloaks, with yellow facings and epaulettes, and with their large, naked swords, by which one knows at once that they belong to the East Siberian Brigade, or the 'Railway Protecting Guards,' recently arrived from Russia, and who look less formidable in their new grey and green uniforms than do the rather unclean and untidy Cossacks. In place of side-arms, every soldier carried his bayonet in a small leather sheath on his sword-belt, and more frequently unsheathed and ready for being fixed. At night-time the bayonet is always carried fixed, and also all revolvers are unbuckled ready for use. Thus equipped, the soldiers have to search the carriages at every stopping-place, examine the axes and wheels, fill up the oil-chambers, and remove the ice, which forms so quickly, on the outside of the carriages. All the railway officials, engineers, telegraph clerks, and point-men are also equally armed to the teeth. Workmen, armed with sword and revolver, inspect the tracks and couplings, for the ability possessed by the brave Cossacks does not extend to such work; the stationmaster, who does not bother himself in the least as to the timely departure of a train according to the time-table, blows his whistle softly once as a sign for the train to depart, and then adjusts the carbine slung across his shoulder, just as though he were about to go a-hunting.

## CONDITION OF TRADE AT VLADIVOSTOK.

The British Commercial Agent at Vladivostok has furnished to the Foreign Office a report on the present condition of trade at that port, from which the following extracts have been made. The report has been compiled from various petitions submitted by the Vladivostok Chamber of Commerce to the Russian Minister of Finance:—

"Russian colonisation in Eastern Siberia has been carried on during a period of nearly half a century, with the assistance of the Government and at an enormous expenditure. This governmental help has given an impetus to the establishment of private enterprises and merchants in this district, to the purchase of real property, and to the establishment of various private industrial and mining undertakings. Many million roubles have been spent on the assumption that the geographical position of Vladivostok makes it the Russian capital in the Far East, and in the belief that Government would continue to support the industries of this region. The Government has invested in the Primorsky district over 400,000,000 roubles for purposes of colonisation and in the encouragement of various kinds of enterprises, in the building of railways and in the opening up of the country by steam navigation. At the beginning of 1901, however, a new state of things took place, which has placed the Ussuri region and its capital, Vladivostok, in a difficult position.

"Even without taking into consideration the prosperous years of commercial activity in Vladivostok, while the Chinese-Eastern railway was being built, it is evident that Vladivostok is the only natural and convenient port in the Russian Far East. Vladivostok has always been the centre for exports from the Primorsky region and the chief port for the import of merchandise both for the Primorsky region and the Primorsky district, and now is in a position for noting as the chief northern port for the export and import of goods, to the neighbouring countries of Manchuria and Corea.

"The rapid growth of Vladivostok raised the welfare of the population of the whole of the South Ussuri district, and this growth was attributable to the idea that Vladivostok would become the chief centre of industries and trade for exclusively supplying the Manchurian markets with Russian and local produce, and in order to be prepared to supply such markets manufacturing enterprises were established near Vladivostok and in the surrounding district.

"The population of the whole of the Primorsky region, spread over a territory three times the size of France, having an area of 2,600,000 (square verstes=44 of a square mile), comprises only 1,000,000 inhabitants, or one man to every 10 square verstes; the requirements of this population are so insignificant that there could be no demand for the goods manufactured by the local factories, and the expense of working would never justify the establishment of such industries. The normal economic condition of Vladivostok and of the surrounding districts suddenly changed; and instead of a natural prosperous condition a crisis took place, which threatened to stop all trade and industries.

This crisis was brought about by the following causes:—

"(a) The closing of the free port.

"As the distant Russian manufacturing centres cannot supply Vladivostok with cheap goods, it was dependent on foreign trade and local factories, which were entirely supplied with raw material from foreign countries. The closing of the free port therefore had a bad effect on foreign trade and also on local industries, especially in Vladivostok. The closing of the free port and at the same time the opening to free trade through Dalny and Port Arthur of foreign merchandise into Manchuria, has caused Vladivostok on the one hand to lose the home markets for which it was the centre and on the other hand it stopped the foreign trade with Manchuria and Corea.

"Before the closing of the free port, the local cities were able to import raw material from China and Japan at such cheap rates, that they were able to compete with foreign-made goods, but as an example of the results of closing the free ports, the following history of a local match factory may be taken. This factory cost several hundred thousand roubles to establish, and until the opening of the southern branch of the Chinese Eastern Railway, Manchuria exclusively used matches made by this factory. When the free port of Vladivostok was closed the duty on the raw material for match-making amounted to 7 roubles per case; and as the railway from Port Arthur to Harbin was by this time finished, Japan was able to compete so successfully that she has taken the entire match market of Manchuria, so that Siberian matches can now no longer be sold.

"The insignificant amount of capital invested in the district and the entire absence of uninvested capital, has necessitated the curtailment of trade, on account of it being impossible to pay the heavy duties on imports, and it has become impossible to order goods in large quantities for purposes of holding stocks. This has of course been to the benefit of foreign traders in Manchuria holding stocks.

"(b) The organisation of the Customs-house, and the delay in examining goods. "The establishment of the Customs, with its complicated formalities and the difficulty and delay in having goods examined and passed, as well as the expense in connection therewith has diverted the transit of goods through Vladivostok for the northern ports of Siberia, and for the Island of Saghalien, to the Japanese ports. Formerly these cargoes came to Vladivostok, and part of them remained here during the winter for storage, thus giving a profit to the local inhabitants; now, however, to avoid the formalities and expense of the Russian Customs-house, the goods go through Japan and are stored by the Japanese either in Japan or in German.

"(c) The permission of the Government allowing the free import of Chinese goods from Manchuria only through the land frontier, has given an impetus to the contraband trade in foreign goods, it being impossible to guard the whole frontier of 3,500 verstes, with the present number of military posts, of which there are only ten. It is impossible for these small isolated posts to distinguish between Chinese and foreign goods, as there are many factories in China which make imitation European goods, whilst in Europe imitation Chinese goods are manufactured for the Chinese markets. The result is that many foreign goods come into the Primorsky Province under the form of Chinese goods without paying duty.

"The facility for smuggling has affected the commercial intercourse of the large trading houses who wish to trade honestly and in a legal manner; they are stocked with duty paid goods without being able to find a market for them, while the contraband goods find a ready market through the small traders and retail merchants.

"(d) The prohibition against importing Chinese goods duty free through the sea-board port, and the permission to import Chinese goods duty free over the land frontier. "As we do not know positively the commercial reasons that led the Chinese Eastern railway to create the town of Dalny as the terminus of the railway, we are not able to discuss them, but the results have been to stop the through transit of goods via Vladivostok to Manchuria; it is premissible that the chief stimulus that led to the commercial policy of the railway was the large increase in the profits earned by the southern branch of the railway, which passed through the densely populated districts of southern Manchuria. This increase in the profits of the railway has been made at the expense of Vladivostok and of the Ussuri region.

"(e) The addition of the transit of goods to Manchuria via the Ussuri railway, the rivers Ussuri, Sungari, Amur, and horse caravans. Previously to the closing of the port of Vladivostok large quantities of goods were transported along the above-mentioned rivers, but now this has been practically stopped and the steamship companies are threatened with complete loss of business, as in the absence of the through cargoes, it must be to be gotten that over 18,000,000 roubles have been invested in this steamship service, a large part of it being English capital.

"The combination of the above-mentioned circumstances has had a bad effect on the trade of the Primorsky region and in the Ussuri districts, as may be seen by comparing the following statistical information about the number and amount of protested promissory notes. These statistics are supplied by the banks and public notaries:—

In the year	Roubles
1895 protested	75
1896 " "	89
1897 " "	100
1898 " "	124
1899 " "	190
1900 " "	413
1901 " "	227 (only part included)
1902 (for 8 months)	54

"This statement shows at a glance the abnormal state of the trade in Vladivostok. The same is seen by looking at statistical information relative to the import of cargoes to Vladivostok before and after the building of the Chinese Eastern railway. The building of the railway gave a temporary stimulus to the trade of Vladivostok, but that period of time had not been taken into consideration in the following table:—

For the year 1895 the total imports were ...	Tons
1896 " "	188,316
1897 " "	194,718
1898 " "	219,614
1899 " "	240,571
1900 " "	338,278
1901 " "	378,857
1902 " "	330,442
1903 " "	136,970

"From this it is seen that Vladivostok was developing its trade in a normal manner, but that the trade is now declining. These statistics, supplied from the large trading houses, show the trade has fallen off from 60 to 70 per cent in comparison with last year. In order to improve the trade the following proposals have been submitted to the Minister of Finance by the Vladivostok Chamber of Commerce:—

"1. The establishment in the port of Vladivostok of a free harbour as is done in Europe; such a harbour would relieve the merchants of the heavy formalities of the Customs-house, facilitate the discharging and shipping of cargoes, facilitate the storage of the cargo and reduce the cost of warehousing; this would attract through cargoes to Vladivostok and at the same time put Vladivostok on an equal footing with the other Far Eastern ports.

"2. The permission to import Chinese goods duty free by sea as now allowed via Dalny.

"3. To put a stop to the preferential Tariff now in force for goods imported via Dalny and to arrange a proportionate Tariff for each route.

"4. The permission to re-establish the transit of through cargo to Manchuria via the Ussuri railway, the Amur, the Sungari and Amur Rivers; this will assist the steamship companies and the people engaged in this trade.

## GOLF AT SHANGHAI.

The result of the 3rd round in the Shanghai Golf Championship was as follows:—

J. H. McMurtrie beat C. E. Anton, 7 up & 6 to play.

W. H. Lanning beat J. Mann, 8 up & 7 to play.

W. W. Cox beat J. A. Macgill, 5 up & 4 to play.

J. Valentine beat C. S. Moore, 4 up & 2 to play.

## MIDWAY ISLAND.

According to a Manila contemporary, the Toyo Kisen Kaisha, which operates the steamships *America Maru*, *Nippon Maru*, and *Hongkong Maru* between the Orient and the United States on a joint schedule with the Pacific Mail and Occidental and Oriental Steamship companies, is to establish a signal station on Midway Island in the Mid-Pacific. The island is to be one of the landing places of the Pacific cable and the signal station is to be established when the cable is in operation. When the station is established it is the intention of the Toyo Kisen Kaisha to have its steamers reported from it on the way to and from San Francisco. Midway Island lies about fifty miles out of the ordinary course followed by the liners on the way to Honolulu, so that very little time will be lost in diverting them sufficiently to sight the island and be reported. It is quite probable that the other steamship companies will follow the enterprising lead of the Japanese company and have their vessels reported likewise.

## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 24th March.

In my last letter I gave a few figures taken from the returns of the shipping master's office of the Hamburg-America Line for the year 1902. Since then the annual report of the Company has been published affording further evidence of its phenomenal growth. Before, however, entering upon a short analysis of this report it may be of interest to turn back to the first two general meetings of the company in order to show the humble beginning from which it sprang.

The first was held on Thursday, May 27th, 1847; thirty shareholders representing 46 shares were present, whilst eleven owning the remaining fourteen shares were absent. The meeting had been called by the provisional Committee for the purpose of definitely constituting the company. The Articles of Association as prepared by the Committee were submitted for approval and passed and a Board of Directors three in number was appointed.

The capital of the Company was fixed at 300,000 marks Banco (about £22,500) in sixty shares of 500 marks each.

The second general meeting took place on the 21st of December following. The Chairman stated that a traffic manager had been engaged whose remuneration was to be 2½ per cent, commission on all in and out going freights and passage moneys, a minimum of 3000 marks, including all office expenses, &c., being guaranteed, and that a leading firm of the port had consented to act as their brokers on similar terms. A start had already been made with two sailing vessels, while two more were being built and would shortly be completed.

The 55th annual meeting was held on the 12th inst. The capital now consists of M. 1,000,000 (£5,000,000) in ordinary shares, M. 1,625,000 4 per cent, and M. 27,500,000 4½ per cent, debentures. The gross profits of the year 1902 amount to M. 17,832,785.71, which, after deducting M. 1,676,555 for interest on debentures, leaves M. 16,156,230.71. Of this the sum of M. 11,379,783.41 has been placed to the credit of depreciation account, insurance reserve and renewal accounts. Out of the balance of M. 4,776,457.27 a dividend of 4½ per cent on the ordinary share capital was proposed and passed, due provision having been made for the statutory fees of the director and other prominent members of the staff.

Space does not permit of further details of the balance sheet being given; one item of interest may be, however, mentioned—the payment of no less than M. 409,822.90 (£20,400) in premia towards the compulsory State insurance of the employees and sailors against illness, accidents, and old age.

The results of the twelve months under review, it is stated, may be looked upon as highly satisfactory considering the depressed condition of the general freight market during the whole of that period, the growing competition of so-called tramp steamers, principally English, in consequence of the cessation of hostilities in the Far East and South Africa not having led to the expected revival of trade in those parts, and the coal strike in the United States.

The outgoing freight business and the passenger traffic, however, show a marked improvement and make up to some extent for disappointments in other directions.

The agreement entered into with the Morgan Steamship Trust bid fair to prove a great success, if the results so far may be taken as a criterion for the future. Together with the aforesaid and the North German Lloyd, the Hamburg-America Line has acquired a certain number of shares in the Dutch American Company.

Of the new lines started, the Yangtze Wharf and Godown Company has fully realised the hopes entertained at its inauguration, as has also the monthly service between Hamburg and Calcutta, carried on conjointly with the North German Lloyd in accordance with an agreement come to with the Hansa Company of Bremen. The Hongkong-Chemulpo coasting line, in which Messrs. Kunst & Albers are interested, seems to have supplied a long felt want.

The older lines owned or controlled, entirely or in part, by the Hamburg-America Line, such as the North American ones, those to Mexico and West Indian ports via New York, those to the Brazils, to the River Plate, and to Suez, are separately dealt with in the report but offer little of interest to the general public. The following figures are perhaps more to the point as an illustration of the steady expansion of the business of the company.

In 1859, the first year for which we possess reliable returns, the amount of goods carried to America on the Company's boats did not exceed 11,250 tons measurement, in 1892 it amounted to 19,160 and in 1899 to 29,100 tons. In 1871 home freights were included in the returns, the total for that year reaching 103,300 tons. The figure for 1880 ran up to 182,000 tons, and for 1890 to 692,500 tons; the greatest increase is, however, shown in the following decade, the natural result of the gradual extension of the Company's field of action, until in 1902 the enormous figure of 2,393,000 tons is recorded. The passenger traffic shows a still greater increase, although subject to greater and more frequent fluctuations. In 1848 the two sailing packets conveyed 168 passengers to the United States, the four boats in 1849, 1424, and six in 1854, 9063. Then steamers were added and we find the figure rising in irregular curves, owing to various causes, to about 20,000 in the early sixties and to 43,600 in 1869 which remained approximately the average for the next ten years. 1881 proved a record year when nearly 82,000 passengers crossed the ocean in the Company's steamers, a figure which was not touched again until 1890. In the

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[38]

## NERNST

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[37]

Following year the first "express boats" were started, and in 1902 the highest number ever recorded viz 26,123, was attained.

Verily the grain of mustard seed has produced a tree overshadowing the earth.

In conclusion a few words about the annual dinner of the "Ostasiatische Gesellschaft," which was held at the Hamburger Hof, in this town on Saturday, 12th inst. The chief guest was, as in previous years, Prince Heinrich, who arrived from Kiel in the course of the afternoon and returned by a late train. On his entering the banquet hall the band in attendance struck up his favourite march "The soldiers in the Turk." After the usual loyal toasts the chairman, Burgomaster Dr. Barckard, proposed that of the evening "The Ostasiatische Verein" in which he referred to the successes achieved by the Germans in the Far East, to the support afforded them by the far-sighted policy of the Emperor which had enabled them to extend their influence in spite of the political troubles in China during the last few years, and to the great work still awaiting them. He concluded by thanking the Prince, whose health at his special request had not been proposed, for the kindly interest he had always evinced in their labours and expressed the hope that he would join them in drinking to the "Success of the Verein."

A telegram having been despatched to the Emperor, the official business of the evening was brought to a close.

## LATE TELEGRAMS.

NEWS VIA MANILA.

U. S. NAVAL SERVICE.

New York, 18th April.

The Secretary of the Navy has issued an order which will greatly improve the condition of the enlisted sailor. An extensive programme for the betterment of the service has been prepared, including increased pay, better food and quarters, more leisure time and more facilities for recreation. On this basis the department will begin a campaign for an improved quality of men under the increase recently authorised by Congress.

GREAT STORM IN THE MEDITERRANEAN.

New York, 19th April.

A destructive storm on the Mediterranean has caused the greatest disaster to shipping in recent years. At Marseilles forty vessels were sunk and a number of lives lost which cannot be estimated at the present time. Reports of other disasters are arriving from all parts of the Mediterranean and the total damage cannot be stated at the present time. The storm is said to be the most severe for many years' March damage was also done ashore.

A CARNEGIE UNIVERSITY.

New York, 19th April.

Andrew Carnegie has announced that he will found the "University of Pittsburgh" and has offered a large endowment for that purpose, based on the usual proposition that the city shall contribute a like amount. The new institution will make a specialty of polytechnics and commercial training and will furnish free tuition to residents of Western Pennsylvania. Elaborate plans have been prepared.

GENERAL WOOD AT ROME.

New York, 21st April.

General Leonard Wood has reached Rome on his way to the Philippines. He was accorded a warm reception and received by the King, who expressed great friendliness for the United States and its people.

A GERMAN CABLE.

New York, 21st April.

The German company which is laying a cable from Cebu to the Palaw Islands, has received a concession from the United States to establish a cable station on the island of Guam and will extend its line to that point. Connections will be established with the Manila line and will in the course of time give a service from Manila to Australia without touching Singapore. (The cable line mentioned in the above despatch, is being constructed by German capital between the island of Cebu and other German and Dutch possessions to the northward. The Palaw Islands are five hundred miles directly east of Mindanao and the new concession means that the line will be extended to double its original length.)

TROOPS FOR THE PHILIPPINES.

New York, 21st April.

Orders were issued yesterday for the Twenty-third Infantry to prepare for Philippine service. The regiment will follow closely upon the Eighteenth Infantry.

WIRELESS TELEGRAPHY.

New York, 21st April.

The War Department is making active preparations for a thorough test of wireless telegraphy in the Philippines. The former reports of signal corps officers, unfavourable to the experiment, have been set aside and the matter will be given a thorough trial. If it proves successful all the isolated stations of the

archipelago will be put into communication by the new service.

STORM IN GERMANY.

New York, 22nd April.

One of the severest storms of many years has raged in Germany and north central Europe during the last twelve hours accompanied by a sudden drop in the temperature, which has caused great loss to orchards and vineyards. The storm was severest at Berlin and the surrounding country where the strong wind and low temperature did much damage.

TO ENLIST FILIPINOS.

New York, 22nd April.

Secretary Moody is maturing a plan for the enlistment of young Filipinos in the United States Navy. The scheme is approved generally in official circles. It is thought that the Filipinos will make good seamen, that the training will prove most valuable to the people and that the action will serve to strengthen the confidence of the Filipinos in the policy of the Government. A limited number of boys will be enlisted at the outset and the number increased if the experiment proves a success.

SANTO DOMINGO.

New York, 23rd April.

The Santo Domingo rebels have triumphed. The government has been completely overthrown and the rebels are establishing a *de facto* government. The so-called Toussaint L'Ouverture is likely to become the new president. MOROCCO.

New York, 23rd April.

Muhy Mohammed the Pretender has captured Fez and assumed control of the government of Morocco. The Sultan is a fugitive with a remnant of his army. The new Sultan is preparing to open diplomatic relations with the Powers. His followers have greatly increased and it seems likely that he will be able to maintain his advantage.



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[41]

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Hongkong, 28th November, 1902. [1188]







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## TO LET OR FOR SALE.

**"EXCELSIOR,"** No. 10, SAN LOURENCO, Macao. From 1st April, ext.  
Apply to—  
DR. G. P. JORDAN,  
2, Connaught Buildings,  
Hongkong, 3rd March, 1903. [698]

## TO LET AT KOWLOON.

**A COMFORTABLY FURNISHED ROOM** with BATHROOM, with or without Board. Situation near water front. Tennis Court.  
Apply by letter to—  
BOX 64,  
Care of Daily Press Office,  
Hongkong, 24th April, 1903. [1293]

## TO LET.

**"THE RETREAT,"** MOUNT KELLET.  
FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, RIFON TERRACE. GODOWNS at HOWINGTON (PRATA EAST). HOUSES in LEIGHTON HILL ROAD.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st January, 1903. [71]

## TO LET.

**"WESTBOURNE VILLA,"** NORTH BONAHO ROAD.  
No. 1, CAMERON VILLAS, MOUNT KELLET.  
Nos. 7, 11, 15 & 18, BELLEVILLE TERRACE, "BIENNE VILLA," POYUWUM ROAD, Lane on sea front. Kowloon Marine Lot No. 5, and admirably suited for the storage of coal.  
For terms and particulars, apply to—  
LINDSEY & DAVIS.  
Hongkong, 2nd April, 1903. [1046]

## OFFICES—SHAMEN.

**TO LET,** convenient well-lit Offices in New Building.  
Apply to—  
NEW YORK LIFE INSURANCE CO.  
Hongkong or Canton.  
Hongkong, 20th April, 1903. [1215]

## TO LET.

**NO. 4, SALISBURY AVENUE,** Kowloon, from 1st May next.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.  
Hongkong, 21st April, 1903. [1040]

## TO LET UNFURNISHED.

**NO. 33, CAINE ROAD.** Available from 1st March.  
"COOMBE," MAGAZINE GAP. Available from 1st April.  
Apply—  
Daily Press Office.  
Hongkong, 16th February, 1903. [512]

## TO LET.

**"HARTLEY," STONY BROOKE,** and "INGLEWOOD," RICHMOND ROAD.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., LD.  
Hongkong, 7th March, 1903. [150]

## GODOWNS TO LET.

**PRATA EAST.** Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Coal.  
Also Land for Coal storage.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st March, 1903. [1092]

## TO LET.

**BOARD and RESIDENCE** in a Private House on the upper levels, for a Single Gentleman. Terms Court.  
Apply by letter to—  
BOX 159,  
Care of Daily Press Office,  
Hongkong, 23rd April, 1903. [1247]

## PRIVATE BOARD AND RESIDENCE

**NOS. 12 and 14, QUEEN'S ROAD CENTRAL.** Entrances by Zetland Street.  
Hongkong, 3rd March, 1903. [700]

## FIRST-CLASS BOARD &amp; RESIDENCE

**"ST. GEORGE'S HOUSE,"** 2 & 4, KENNEDY ROAD.  
Excellent Table. Every home comfort. Well furnished rooms facing the harbour.  
For terms, apply to—  
Mrs. G. SACHSE,  
"St. George's House,"  
Hongkong, 17th March, 1903. [632]

## BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.  
Apply—  
MANAGERESS,  
Macdonnell Road,  
or  
FAIRALL & CO., Queen's Road.  
Hongkong, 2nd March, 1903. [681]

## BOARD AND RESIDENCE.

**FIRST-CLASS ACCOMMODATION.**  
Apply to—  
Mrs. WILLSON,  
"Tower House,"  
(off Kennedy Road),  
Hongkong, 23rd April, 1903. [1256]

## BOARD AND RESIDENCE.

**Mrs. GILLANDERS,** "GLENWOOD," 21, CAINE ROAD.  
Hongkong, 20th March, 1903. [915]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED ROOMS**, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill,  
Hongkong, 1st January, 1892

## TO LET

**TOP FLAT of "SEAVIEW,"** WANG CHAI GAP ROAD. Cool and healthy situation. Full view of harbour.  
No. 6, MOSQUE JUNCTION.  
No. 31, MOSQUE JUNCTION.  
And others to suit various requirements.  
S. A. BETH,  
Care of the Dairy Farm Co., LD.  
Hongkong, 15th April, 1903. [735]

## TO LET.

**OFFICE, Airy and Commodious, No. 3, QUEEN'S BUILDING, 3rd FLOOR.**  
Apply—  
ON THE PREMISES.  
Hongkong, 30th March, 1903. [587]

## TO LET.

**NOS. 1 & 3, "MAGDALEN TERRACE,"** Corner houses, MAGAZINE GAP.  
Apply to—  
SPANISH PROCURATION.  
Hongkong, 1st January, 1903. [73]

## TO LET.

**TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRATA EAST.**  
Apply to—  
H. N. MODY,  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [82]

## TO LET.

**NO. 3, STEWART TERRACE,** the Peak.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 8th April, 1903. [1108]

## TO LET.

**A FURNISHED HOUSE** on MOUNT KELLET, the Peak, for 2 months, from 30th April, inst.  
For Particulars, apply to—  
TURNER & CO.  
Hongkong, 21st April, 1903. [1111]

## TO LET.

**"EVENFOOT,"** UPPER RICHMOND ROAD.  
Apply to—  
DEACON & HASTINGS,  
10, Queen's Road.  
Hongkong, 30th October, 1902. [76]

## TO LET.

**33, CONDUIT ROAD, SIX-ROOMED HOUSE** with LAWN-TENNIS COURT. Immediate Possession.  
Apply to—  
H. KUSAKABE & CO.  
Hongkong, 25th April, 1903. [1274]

## TO LET.

**TWO SPACIOUS NEW GODOWNS,** very suitable for Dry Goods.  
Apply to—  
W. LYSAGHT,  
153, Wanchai Road.  
Hongkong, 15th April, 1903. [1153]

## TO LET.

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Hongkong, 27th April, 1903. [1281]

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## OUR PARIS LETTER.

Paris, 27th March.

**SIR HECTOR H. MACDONALD'S SUICIDE.**  
The news of the sensational suicide of General Sir Hector Macdonald in the Hotel Regina situated in the Rue de l'Evre, where the late brave soldier was staying en route for Ceylon, came as a great shock to members of the English colony here, who, though aware of the very grave and serious charges made against him, fully believed he would have been able to clear himself. He was too much for him apparently, and rather than face his accusers he preferred taking his life, which he did in so tragic and unexpected a manner. Though fearfully depressed mentally—and the sensational accounts of the accusations which were published in the French Press, as well as other publications in England, only added to his terrible anguish—he did not up to the very last moment display any signs of mental weakness. From the time of his arrival in the hotel, where he registered himself merely as Hector Macdonald of London, he kept himself to himself, mixed with no one, and passed his time going out, and reading the papers. The best informed Parisian journals not only described the charges against him, but one or two went as far as to publish the General's portrait in full uniform. As soon as this was done, everyone in the hotel knew who he was, while, despite efforts made to keep the scandal a secret, he was curiously regarded by the clerks of the bureau. The General with his sang-froid did not take any notice of this change, but continued absorbed in reading and thought. He soon lost control of himself, lit a cigar, and gradually becoming more and more excited, paced the room slowly up and down, and finally left the room unobserved. He went straight upstairs to his room, undressed, and—shot himself. The shot passed right through the brain, which was scattered on the floor. Death had been instantaneous. Strangers to say, no sound of the terrible tragedy was heard; no revolver shot had been noticed by anyone. It was not until half-past one o'clock in the afternoon, when one of the chambermaids had knocked repeatedly at the General's door, and entered thinking he had gone out, that to her horror she found Sir Hector lying in a pool of blood near the door. From the position of the body, the deceased, who was partly undressed, must have stood before the looking glass to take aim, and fell back, striking the door. When the body was discovered, Sir Hector was still holding his service revolver, of the British army type. English and French doctors were at once summoned, but could only pronounce life to have been extinct for half an hour. The cause of death certified was "suicide from mental trouble." Thanks to the timely intervention of the British Consul-General, the body was not taken to the Morgue, the Embassy having made arrangements for the removal of the body, which after a few days—as to conform to French law, which rules that no body can be touched until twenty-four hours after death—will be conveyed to its last resting place in Scotland. The Embassy took charge of all the General's effects. The face of the deceased officer was calmness itself. Though Sir Hector received numerous letters—many official ones into the bargain—he took every precaution to destroy them all before shooting himself.

## A SENSATIONAL STORY.

Paris is no longer experiencing the effects of a reign of terror, so far as increase of criminality is concerned. Five fresh crimes have been discovered, whose nature is very serious. Love tragedies are every-day occurrences. The latest is that of a young man, barely twenty, who, on his sweethearts' refusal to marry him, fired at her with a revolver, wounding her in the back, and then put a bullet through his left lung. Both are in a hopeless condition. A drunken man, on being turned out of a wine-shop, knocked against an elderly gentleman who was passing by, and who, remonstrated, the drunkard sprang on him and nearly hacked him to death. On being admitted to the hospital, it was found that he had been stabbed 18 times. Knives and revolvers are freely used in full day-light as well as at night, and women are becoming as expert as men in the art of shooting and stabbing. A story, of the *ben trovato* order is told of a retired Postmaster living in the suburbs of Paris. Determined to kill himself—for he was somewhat insane—he made elaborate preparations for the "great event" and selected his *salle à manger* or dining-room for the purpose. As he was in the act of placing the rope round his neck, two burglars suddenly made their appearance. Forgetting his intended self-destruction for the moment he took a loaded revolver from his pocket, and fired at the intruders. The first shot having missed fire, the burglars, frightened to death both at the sight of the weapon and the preparations for harging, made an attempt to jump through the window. One of them was shot in the back while trying to escape, but his accomplice was more fortunate. The postmaster watched his victim writhe in agony and bleeding for some minutes, and then asked the burglar whether he should end his sufferings by giving him the coup de grâce—in other words, blow his brains out, or go on with his own hanging scheme. He decided upon the latter course. The wounded burglar shrieked for help, and was too terrified to speak when people entered the room. The dead body of the postmaster was cut down, and

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the burglar, who went having mad, was conveyed to an asylum. A sensational affair—if only true, THE WEATHER.

Though March is making its departure in a fashion, and its entry was practically the same, the latter part of the month resembles summer more than spring. Apart from frequent showers and strong gales, the sun shines brightly, and its rays are quite warm. The present lovely weather is too beautiful to last. Few persons remember such a lovely spell of spring before Easter, and it is many years since the weather was so charming. Everything is early this year; flowers, fruits, vegetables, &c., are fully a month in advance. The leaves on the trees are very general, and fresh buds are opening right and left with wonderful rapidity. Farmers are satisfied so far but dread a relapse of cold and frost, which would prove fatal to agriculture. The parks are full of children and aged persons, only too glad to be out in the fresh air and sunshine after their long winter imprisonment. The city on the whole is becoming more animated, foreigners are flocking in for Easter, the best time to visit Paris and trade, which has been terribly slack since Christmas, is more hopeful. The news of the coming visit of King Edward VII to the King of Portugal will benefit France, as it is quite probable the English Monarch will meet President Loubet in the South. King Edward will meet with a very warm welcome, as relations between the two countries just now are very cordial.

## SCENE IN A THEATRE.

Quite a sensation was caused a few evenings ago in Madame Sarah Bernhardt's Theatre, when Mme. Paul de Marigny, an authoress and an ardent admirer of the "Divine Sarah" to whom she had written hysterical letters, was seen to swallow the contents of a small phial; and next attempt to shoot herself with a revolver. The poison—mandarin—did more harm than the "report" of the pistol, for the lady's daughter had thoughtfully replaced previously the ammunition with blank cartridge. The victim, an Austrian lady aged 32, was removed to the hospital. Her case is serious, but not hopeless. The celebrated actress on learning of the accident was much upset, and caused inquiries to be made respecting the authoress's condition.

## THE OPINION OF "JOE."

Mr. Chamberlain never was popular in the eyes of the French—he speaks his mind too plainly, and is too fearless in his action. The recent warm welcome extended to him on his return from South Africa did not please Anglophobists, who, being steeped up to the eyes in jealousy, fail to see what "Joe" has really done to deserve such a patriotic ovation. The French have yet to learn the true meaning of "British Empire." It is actually too vast for them. Yet that Empire becomes larger and larger every day. England does not want France to go to the trouble of making out what her massive worldly Empire is, so long as she does not interfere with its development. Within a short time France will see for herself what good Mr. Chamberlain's visit to S. Africa has done to the Mother Country, and that fact alone will be sufficient. If she cares to keep her eyes open, she will see how the future of S. Africa will shape out. Racial hatred has gone, and has been replaced by unity of Empire and all-round good-fellowship—thanks to the Colonial Secretary's visit.

## SPURIOUS ANTIQUITIES.

It is no longer a secret that a large number of mummies are "manufactured to order" in Paris. True art is no longer respected, and forgeries of old masters have been frequent of late, giving rise to several law suits. The police authorities have succeeded in discovering one or two of these nefarious factories where antiquities of nearly every description are turned out. "Faked mummies" are merely bodies obtained from hospitals, and shipped to Egypt after having been previously scientifically treated. After a little while, these same bodies were sent back to Paris and elsewhere bearing every authentic appearance. According to a young sculptor, M. Elina, who is accused of forging old masters, he informed the Magistrate that he was merely the victim of experts, and that he worked to their orders. The judge was somewhat astonished to learn that the manufacturing of antiquities in this capital has constituted quite a regular trade for some time. Pending examination, M. Elina asserted that the famous "Tiara of Sarsaphanes," purchased by the Louvre Museum as a genuine work of art for £18,000, was executed by no other person than himself. The picture, so exquisitely painted, and about which so much has been heard and written of late, was completed by the young sculptor some fourteen years ago, by order of a firm of antiquity manufacturers at Montmartre, who had received a commission from a noted collector. The spurious tiara, made with gold leaf worth nearly 5,000 francs, was in the first instance offered to the British Museum, but declined with thanks.

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Hongkong, 22nd April, 1903. [1261]

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Hongkong, 19th February, 1903. [578]



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf are marked w, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	SOCOTRA	Brit. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 9th May, at Noon.
LONDON	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th May.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LIVERPOOL via GENOA	AGATHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th May.
LIVERPOOL via GENOA	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th June.
MARSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap. str.	1 w.	J. Campbell	BUTTERFIELD & SWIRE	On 2nd May, at Daylight.
MARSEILLES, LONDON & ANTWERP	YARRA	Frech. str.	2 m.	Negro	MESSAGERIES MARITIMES	On 3rd May, at 11 A.M.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th May.
MARSEILLES, LONDON & ANTWERP	WAKASA MARU	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 16th May, at Daylight.
MARSEILLES, LONDON & ANTWERP	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st May.
BREMEN, via PORTS OF CALL	KLAUSCHOU	Ger. str.	1 w.	Bohrens	MELOCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	SEBASTIA	Ger. str.	2 m.	Rebhelmann	HAMBURG-AMERIKA LINIE	On 5th May.
HAVRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 19th May.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	2 m.	Foret	HAMBURG-AMERIKA LINIE	On 2nd June.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madson	HAMBURG-AMERIKA LINIE	On 16th June.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 30th June.
TRIESTE, &c., via SINGAPORE, &c.	MARIA VALERIE	Brit. str.	2 m.	Berberovich	SANDER, WIELER & CO.	On 2nd May, P.M.
NEW YORK, via PORTS & SUEZ CANAL	APRIDI	Brit. str.	2 m.		DODWELL & CO. LD.	About 3rd May.
NEW YORK, via PORTS & SUEZ CANAL	PANDESKESHINE	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 15th May.
NEW YORK, via PORTS & SUEZ CANAL	NURIA	Brit. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On 30th May.
NEW YORK, via PORTS & SUEZ CANAL	TAETAR	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 6th May.
YANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 13th May, at Noon.
YANCOUVER, via SHANGHAI, &c.	HYADES	Brit. str.	2 m.	Geo. Wright	DODWELL & CO. LIMITED	On 5th May.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	N. Ohno	NIPPON YUSEN KAISHA	On 5th May, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 19th May, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	AXIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th May.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 14th May.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.	Helm	GIBB, LIVINGSTON & CO.	On 16th May, at Noon.
AUSTRALIAN PORTS	THINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th May.
CHEMULPO, DALNY & PORT ARTHUR	SULBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 2nd May, at 5 P.M.
MOIT, KOBÉ & YOKOHAMA	BORBAT MARU	Jap. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 16th May, at Noon.
KOBÉ & YOKOHAMA	THINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th May.
SHANGHAI & KOBÉ	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 8th May, at Daylight.
SHANGHAI & KOBÉ	BISTANG	Dan. str.	2 m.	C. Jensen	MELCHERS & CO.	Quick dispatch.
SHANGHAI & KOBÉ	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 1st May.
SHANGHAI & KOBÉ	VALETTA	Brit. str.	2 m.	W. B. Palmer, R.N.R.	P. & O. S. N. Co.	About 9th May.
TAMU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSEN KAISHA	On 3rd May.
AMPOY, via SWATOW & AMOY	MAIDZU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSEN KAISHA	To-morrow.
BOOHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSEN KAISHA	On 6th May.
SWATOW, AMOY & TAMSUI	HALOONG	Brit. str.	2 h.	Gibson	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
SWATOW, AMOY & POOHOW	THALES	Brit. str.	2 m.	Robson	DOUGLAS LAFRAIK & CO.	On 30th inst., at 10 A.M.
MANILA	WOORUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
MANILA	ROHILA MARU	Jap. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	To-morrow, at 11 A.M.
MANILA	LOONGSANG	Brit. str.	2 m.	G. S. Weigall	JARDINE, MATHESON & CO.	On 1st May, at 4 P.M.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	E. Rodger	SHAW, TOMES & CO.	On 2nd May, at 10 A.M.
MANILA	SURACHANG	Brit. str.	2 m.	R. W. Almond	BUTTERFIELD & SWIRE	On 6th May.
MANILA DIRECT	RUBI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th May, at 10 A.M.
MANILA	THINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th May.
SINGAPORE, PENANG & CALCUTTA	SUNDAN	Brit. str.	2 m.	James Young	JARDINE, MATHESON & CO.	On 2nd May, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KISHU MARU	Jap. str.	2 m.	F. J. Fox	NIPPON YUSEN KAISHA	On 12th May, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 19th May, at Noon.

## SHIPPING.

**ARRIVALS.**  
April 26, BINTANG, Danish str., 869, C. Jensen, Bangkok 20th April, Teakwood.  
—EAST ASIATIC TRADING CO.  
April 26, CARL DIERCKHOFSEN, German str., 774, G. Schleier, Haiphong 23rd April and Hoihow 25th, General.—JENSEN & CO.  
April 26, CHINA, German str., 1,113, Krabbe, Saigon 22nd April, General.—EAST ASIATIC TRADING CO.  
April 26, FRITHJOF, Norwegian steamer, 891, Halleberg, Saigon 21st April, General.—A. R. MARY.  
April 26, LOONGSANG, British str., 1,465, W. G. Weigall, Macao 24th April, General.—JARDINE, MATHESON & CO.  
April 27, ASIEL, Norwegian str., from Canton.  
April 27, DEUCALION, British str., 4,476, G. D. Keny, Shanghai 24th April, General.—BUTTERFIELD & SWIRE.  
April 27, GLENATNY, British str., 1,954, J. S. Stevenson, R.N.R., Singapore 21st April, General.—McGREGOR, BROS. & GOW.  
April 27, MARIA LOK, German str., from Canton.  
April 27, PRONTO, Norwegian str., 897, Seeberg, Chooa 21st April, Beans ORDER.  
April 27, RIJUN MARU, Japanese str., 2,930, N. Ohno, Seattle 24th March, General.—NIPPON YUSEN KAISHA.  
April 27, SULBERG, German steamer, 782, H. Meyer, Amoy 25th April, Ballast.—HAMBURG-AMERIKA LINIE.  
April 27, TIENTSIN, British str., 1,227, J. Gibbs, Hankow 22nd April, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
27th April.  
Ariel, Norwegian str., for Moji.  
Benlowers, British str., for Moulema.  
Devotion, British str., for Singapore.  
Hanoi, French str., for Toulon.  
Hipsang, British str., for Shanghai.  
Hongwan I, British str., for Amoy.  
Kaifong, British str., for Cuba.  
Pelayo, British str., for Shanghai.  
Progress, Russian str., for Canton.  
Prosper, Norwegian str., for Swatow.

## DEPARTURES.

26th April.  
Eclipse, British ship, for New York.  
27th April.  
COMPANIA FILIPINAS, Amoy str., for Manila.  
Hanoi, French str., for Toulon.  
Kaifong, British str., for Moulema.  
Pelayo, British str., for Shanghai.  
Progress, Russian str., for Canton.  
Prosper, Norwegian str., for Swatow.

## VESSELS IN DOCK.

27th April.  
ABERDEEN DOCKS.—Queen Eleanor, Prags s.  
K. W. LOON DOCK.—Montana, H.G.M.S.  
Jaguar, Hyades, Cant-a River, Pichan, H.G.M.S.  
Thosia, Sicut.  
COMMERCE DOCK.—H.M.S. Fearless.

## SHIPPING REPORTS.

The Japanese steamer Rion Maru, from Seattle 24th March, had N.E. winds throughout, fine and clear weather.  
The British steamer Tientsin, from Hankow 22nd April, had light to fresh N.E. to E.N.E. winds with clear, overcast weather.  
The British steamer Glenatny, from Singapore 21st April, had light E.S.E. and S.E. wind throughout, smooth sea and fine, clear weather.  
The British steamer Loongsang, from Manila 24th April, had fine weather, light northerly winds and slight sea. On 25th April spoke Rabi, lat. 20.13 N., long. 116.43 E., from Hongkong for Manila.

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DODWELL & CO., LIMITED.  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Gibson, will be despatched for the above ports, TO-DAY, the 28th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; CO.,

General Managers.

Hongkong, 25th April, 1903. [1279]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 1st May, at 4 P.M.

This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 25th April, 1903. [1278]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain James Young, will be despatched as above on SATURDAY, the 2nd May, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 27th April, 1903. [1285]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE DIRECT.

Calling at SINGAPORE, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will be despatched as above on SATURDAY, the 2nd May, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; CO.,

Agents.

Princes Buildings.

Hongkong, 17th April, 1903. [1298]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To insure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 15th April, 1903. [1155]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—4,900 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 6th May.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 13th May.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 27th May.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 3rd June.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 24th June.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 22nd July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a week in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIOUS and ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

L. E. LEWIS, General Agent,  
Raffles Street.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SERBIA	HAVRE and HAMBURG	On 5th May. Freight.
Saxonia	(Calling at Singapore and Colombo)	
Saxonia	HAVRE and HAMBURG	On 19th May. Freight.
Capt. Brehmer	(Calling at Singapore and Penang)	
NULIA	NEW YORK, via PORTS	On 30th May. Freight.
Capt. von Hoff		
SEGOWIA	HAVRE and HAMBURG	On 2nd June. Freight.
Capt. Foret	(Calling at Singapore and Colombo)	
STRASSBURG	HAVRE and HAMBURG	On 16th June. Freight & Passengers.
Capt. Madson	(Calling at Singapore and Penang)	
SUEVIA	HAVRE and HAMBURG	On 30th June. Freight.
Capt. Borch	(Calling at Singapore and Colombo)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOIT, KOBÉ and YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

Tons. CAPTAIN TO SAIL ON

"INDRAPURA" 4,899 A. E. Hollingsworth May 14, 1903

"INDRASAMHA" 5,197 H. P. Craven June 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th April, 1903. [114]

## TOYO KISEN KAISHA MANILA LINE. REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date
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"ROHILLA MARU"	E. P. Bishop	3869	Wednesday, 29th April, at 11 A.M.
"ROSETTA MARU"	N. Tate	3878	Tuesday, 5th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
K. NAKASHIMA, Manager.  
Hongkong, 23rd April, 1903. [478]

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
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• HYADES	Geo. Wright	3,758	May 5th
• SHAMUT	W. M. Smith	3,606	May 21st
• VICTORIA	Y. Pantes	3,552	May 23rd
• PLEIADES	F. G. Purington	3,763	May







